

INFORMATION SECRET

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COUNTRY USSR (Georgia)

DATE DISTR. 27 October 1948

SUBJECT 1. Town Plan of Ochamchiri  
25X1A 2. Beslakhuba Airfield near Ochamchiri

NO. OF PAGES 4

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25X1A

DATE OF [REDACTED]

SUPPLEMENT TO REPORT NO. [REDACTED]

25X1X

25X1A

25X1A Comment: The following report in part duplicates information contained in [REDACTED] in part corrects it, and in part supplements it. It is felt that, where the two reports disagree slightly, the present report is more nearly accurate.)

1. Explanation of Attachment I, town plan of Ochamchiri

No. 1 is the seashore.

No. 2 is the naval harbor and the auxiliary submarine base. It is 600-700 meters long, 400-500 meters wide. The opening at the entrance is 50 meters wide. Within the harbor there are patrol boats (istrebity; sic), 12 meters long, with a beam of five to six meters; each is armed with two machine guns and a small cannon. The crew of each numbers seven or eight men. The vessels patrol the coast. There are also vessels (minonosets) which lay mines and also sweep mines. These are 20-25 meters long with a beam of eight to ten meters; they carry a crew of about fifteen men each. There are also small submarines and some large ones, whose principal base is the port of Poti. At the west side of the entrance to the harbor there is a mole constructed by dredging and by adding rocks and dirt. Informant does not know the length of this mole.

No. 3 is a three-story structure of brick; it measures about 40 x 25 meters. It is used as offices and storerooms for the harbor.

No. 4 indicates two similar buildings of one story, constructed of brick and measuring about 12 x 8 meters each. They are used as a hospital for the harbor.

No. 5 is a sentry box where a sailor checks everyone entering the harbor.

No. 6 is the railroad line from Sukhumi to Tbilisi.

No. 7 is the railroad line from Ochamchiri to Kvezani.

No. 8 is the Galidzga River, which floods during the winter.

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No. 9 is the Adikva River (not Tsorka, as previously reported [REDACTED])

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- No. 10 is the Mokva River (not Mokvi).
- No. 11 is Harbor (Portovaya) Road, which is unpaved and is six or seven meters wide.
- No. 12 is Lenina Street, which is unpaved and is about 10 meters wide.
- No. 13 is a street about eight meters wide. About half its length is surfaced with asphalt; the other half is unpaved.
- No. 14 is Parizhskaya Kommuna Street, which is surfaced with asphalt. It is eight to ten meters wide, and has a sidewalk 2.5-3 meters wide on each side. This road leads to Sukhumi and Tbilisi.
- No. 15 is Stalin Street, which is unpaved and is about 12-13 meters wide.
- No. 16 is Shotta Rustaveli Street, which is similar to No. 15.
- No. 17 is Kokinaki Street, half of the length of which is surfaced with gravel; the other half is unpaved. The street is about 12-13 meters wide. There is a ditch, a meter wide and 0.5-0.7 meter deep, on each side of the road.
- No. 18 is Third International Street, which is 10-11 meters wide and is unpaved.
- No. 19 is Skakaya Street, which is 10 meters wide and is unpaved. Along half its length this street has a ditch instead of a sidewalk (because of the terrain). The ditch is 1.5 meters wide and about one meter deep.
- No. 20 is Beriya Street, which is unpaved and is about 10 or 12 meters wide.
- No. 21 is Otkyabreskaya Revolutsiya Street. It is a gravel road which leads to Kvezani. It is 10 or 12 meters wide and has a sidewalk on each side.
- No. 22 is Pervomaiskaya Street, which is similar to Beriya Street.
- No. 23 is a dirt road, seven to eight meters wide, which leads to the country.
- No. 24 is a brick factory.
- No. 25 is a tea factory. It is a two-story building measuring about 40 x 10 meters. (Position differs from that given [REDACTED]). 25X1A
- No. 26 is a cemetery, in use since 1937. 25X1A
- No. 27 is an electric power plant. 25X1C
- No. 28 is the tung oil factory. [REDACTED] as a factory for the production of lubricating oil.)
- No. 29 is a shop for the repair of railroad locomotives. It is a one-story building constructed of stone. It measures about 30 x 15 meters.
- No. 30 is the railroad station. 25X1A
- ([REDACTED] Comment: [REDACTED] No. 29 on the present map is the railroad station. On the basis of the locations of these two buildings, the present report appears more probably correct.)
- No. 31 is the tobacco processing plant.
- No. 32 is the location of four or five steel tanks for petroleum and gasoline. Each tank measures four to five meters in diameter and is six to seven meters high.
- No. 33 is the city market.

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- No. 34 is an electric bakery. It has a maximum capacity of eight tons of bread daily. The building is one-story high, constructed of brick, and measures about 50 x 20 meters.
- No. 35 is the Abkhazian public school (10 grades). The two-story building is of brick and measures about 25 x 20 meters.
- No. 36 is the Russian public school (10 grades). It is a one-story building of brick and measures about 20 x 15 meters.
- No. 37 is a two-story stone building measuring about 100 x 20 meters. Here are installed the government retail stores, government offices, the bank, and the office of the governor of the city, whose name is Gorsavet.
- No. 38 is the city motion picture theater. It is a stone building measuring about 25 x 20 meters.
- No. 39 is the Hotel Gvartsel. It is a two-story building of brick, measuring about 40 x 20 meters.
- No. 40 is the Raikom, the district Communist political center. The Secretary General is named Svilava. The building has two stories, is built of brick, and measures about 25 x 25 meters.
- No. 41 is a two-story building of brick, measuring about 50 x 25 meters. This houses the post office, the prosecutor's office (prokuratura), the library, and the School Teachers' Club.
- No. 42 is a two-story building of brick, measuring about 15 x 15 meters. This is a naval observation post. Eight to ten sailors of the navy stay here. Some of them are assigned to the observation room, which is equipped with the necessary instruments for observation and measuring the distance to the ships which approach the harbor from the sea or which pass in the direction of Sukhumi and Poti. The other sailors are employed in the patrols which are maintained night and day along the shore. Signals are given from the observation post by flags and by lights. All ships passing Ochamchiri are kept under observation.
- No. 43 is a two-story building constructed of brick; it measures about 20 x 10 meters. Within it are housed the offices of the Executive Committee (Ispolnitelny Komitet). These offices handle laborers and particularly farmers, but source does not know anything further about the function of these offices.
- No. 44 is a soccer field.
- No. 45 is a one-story building of brick, measuring 15 x 10 meters. It is called locally Pogranichnaya Framiseniya (?) (house of the border guards). It houses soldiers who guard the coast and who are similar to the soldiers guarding the border.
- No. 46 is the Agricultural Public School (10 grades). It is a two-story building of brick, measuring about 25 x 20 meters.
- No. 47 is the city hospital. It is a two-story building of brick, measuring about 25 x 15 meters.
- No. 48 is a two-story building of brick, measuring about 20 x 15 meters. It houses the MVD and the militia.
2. Explanation of Attachment No. 2, airfield of the village of Beslakhuba, near Ochamchiri:
- No. 1 is the railroad station of the city of Ochamchiri (see Attachment I, No. 30).
- No. 2 is the railroad line from Ochamchiri to Tbilisi.

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- No. 3 is the railroad line from Ochenchiri to Kvezani.
- No. 4 is the dirt road from Ochenchiri to Kvezani.
- No. 5 is the Galidzga River.
- No. 6 is the village of Beslakhuba, which is sparsely inhabited by Abkhazians.
- No. 7 is the concentration camp for persons from the village of Beslakhuba. It was constructed during the war.
- No. 8 is a dirt road, 2.5-3 meters wide, which was constructed by the prisoners during the war.
- No. 9 is the airfield of the village of Beslakhuba.
- a. In September 1943, source was arrested for doing illegal work (working secretly at home) and was condemned to 40 days' imprisonment. At first he was held at the city prison in Ochenchiri; afterwards he was sent to the concentration camp mentioned above (No. 7) where he was held for 15 days.
  - b. During the time that he was in the concentration camp he used to go with the other prisoners, who numbered about 500, to work on the airfield.
  - c. The work consisted in digging airplane shelters (No. 9c). Fifteen such shelters were constructed. The length of each was 25 meters, the width 20 meters, and the maximum depth 1.5 meters. These shelters were constructed one behind the other. The distance between them was 1.5-2 meters. They were in a row, as if one large shelter were being constructed. The floor of these shelters was sloping; the entrance was at ground level and the back was 1.5 meters deep.
  - d. In the few days' time that source was in the concentration camp, the work on the shelters was completed. There was talk among the prisoners that the shelters would have a covering of stone and concrete and that their purpose was to shelter airplanes.
  - e. During September 1943, the airfield was surrounded by a wire fence. At that time, work had been finished on constructing and surfacing with asphalt two landing strips (Nos. 9a and 9b). The measurements of the landing strips correspond reasonably well with the scale of the sketch map; No. 9a is 3,000 meters long and 250 meters wide; No. 9b is 1,500 meters long and 250 meters wide.
  - f. During 1943, the surface of the airfield was levelled, according to persons released from the concentration camp.
  - g. In 1944, work on the airfield was completed, according to persons who had served brief sentences and had been released from the concentration camp.
  - h. Two airplanes landed on the airfield in 1945, according to other prisoners.
  - i. The location of the airfield is such that a person passing over the asphalt road or the railroad line to Kvezani cannot see it.

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